FIG. 1

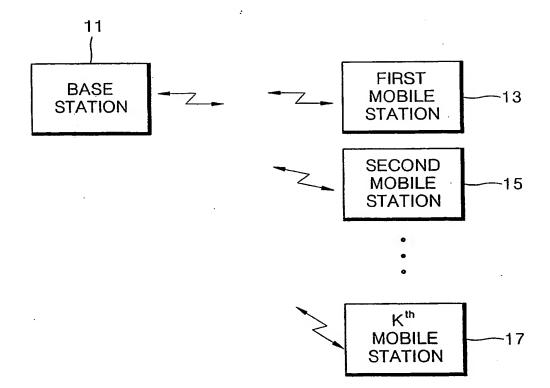


FIG. 2

START

TRANSMIT FEEDBACK SIGNALS THAT HAVE BEEN CONVERTED FROM WEIGHT INFORMATION AND CHANNEL STATUS INFORMATION DETERMINED BASED ON FIRST CHARACTERISTICS OBTAINED FROM PILOT CHANNEL SIGNALS, AND DETECT HS-DSCH SIGNALS IN UNITS OF A FRAME

21

SEQUENTIALLY GENERATE DOWNLINK INVESTIGATION INFORMATION AND DOWNLINK TRACKING INFORMATION BASED ON WEIGHT INFORMATION AND CHANNEL STATUS INFORMATION THAT HAVE BEEN RESTORED FROM FEEDBACK SIGNALS, MULTIPLY DATA REGARDING MOBILE STATIONS SELECTED FOR SIMULTANEOUS TRANSMISSION BY DOWNLINK TRACKING INFORMATION, COMBINE THE PRODUCTS WITH DOWNLINK INVESTIGATION INFORMATION AND PICHI, AND TRANSMIT THE COMBINED RESULTS

END

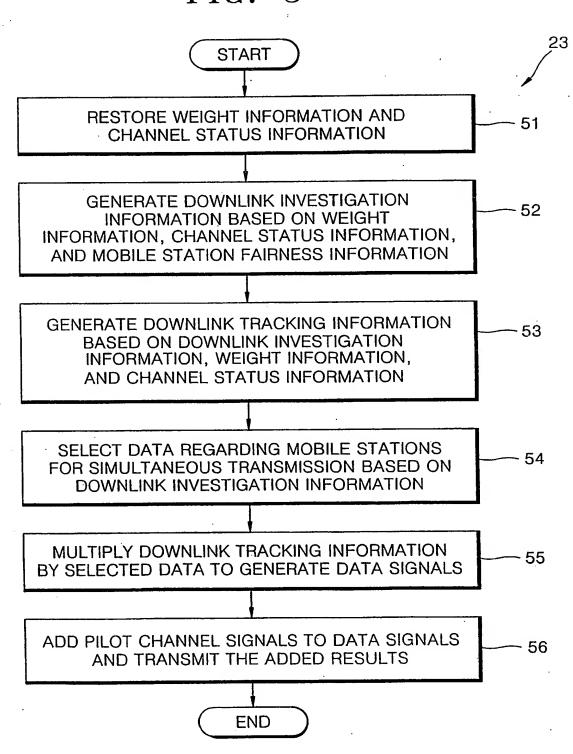
-23

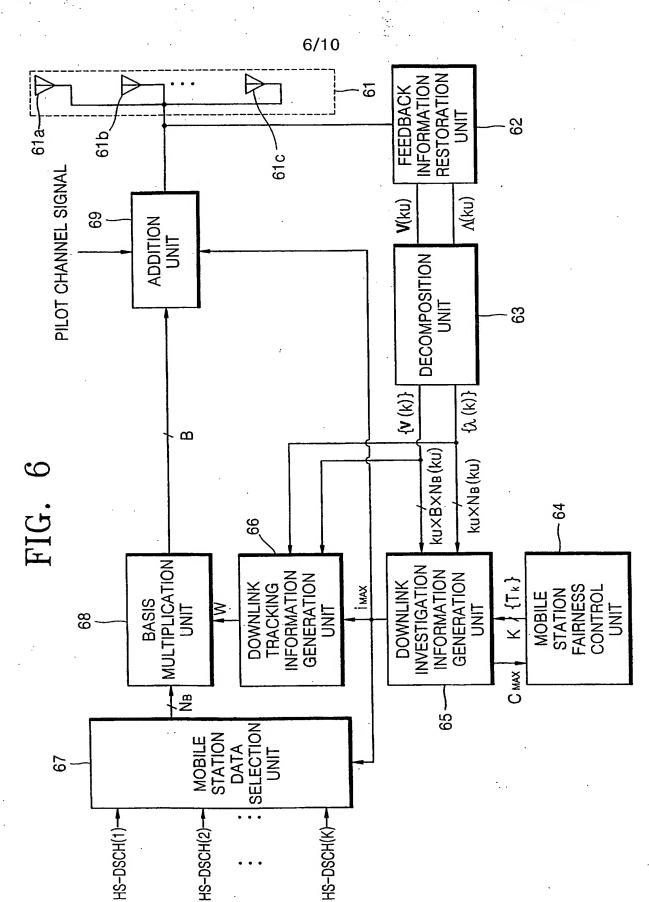
3/10 FIG. 3 21 **START** MEASURE FIRST CHARACTERISTICS 31 GENERATE WEIGHT INFORMATION AND -32 CHANNEL STATUS INFORMATION CONVERT WEIGHT INFORMATION AND CHANNEL STATUS INFORMATION INTO 33 FEEDBACK SIGNALS AND TRANSMIT THEM TO BASE STATION RESTORE SECOND CONTROL SIGNAL FROM FIRST CONTROL SIGNAL THAT 34 HAS BEEN DISTORTION COMPENSATED BASED ON FIRST CHARACTERISTICS RESTORE DATA INFORMATION RECEIVED 35 FROM ALL BASES SELECT DATA INFORMATION RECEIVED 36 FROM DESIRED BASIS IN RESPONSE TO SECOND CONTROL SIGNAL COMBINE SELECTED DATA INFORMAITON VALUES .37

TO 23

HS-DSCH(i) DATA INFORMATION COMBINATION UNIT 48 B×N_B (k_U) NB(ku) **V**(k⊍ $\Lambda(K_U)$ DATA INFORMATION SELECTION UNIT INFORMATION DETERMINATION CHANNEL N N 45 INFORMATION RESTORATION UNIT DATA INFORMATION RESTORATION CONTROL M(ku)×B FIND NO **H**(Ku) CHANNEL CHARACTERISTICS MEASUREMENT INFORMATION FEEDBACK UNIT 42 HS M(ku) M(Ku) 41a,

FIG. 5





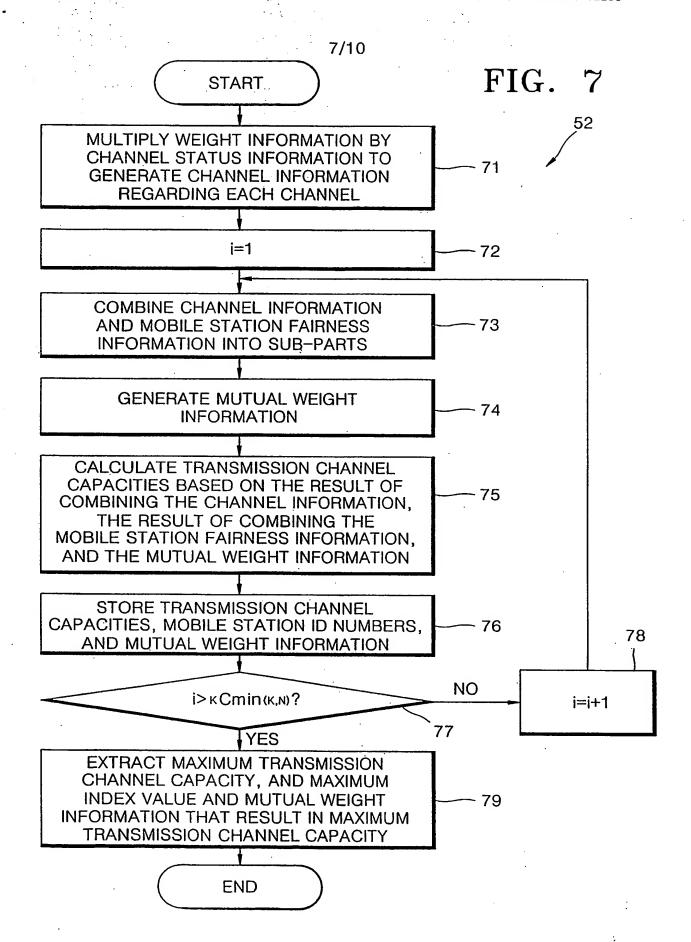


FIG. 8

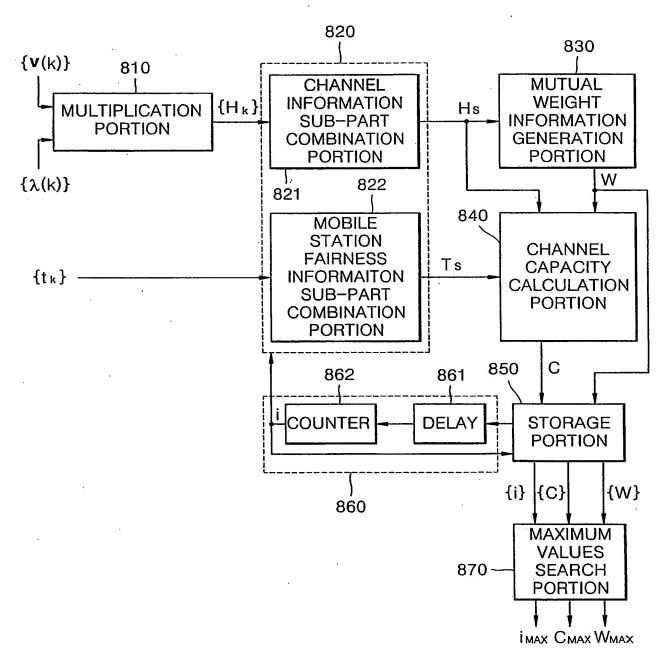


FIG. 9

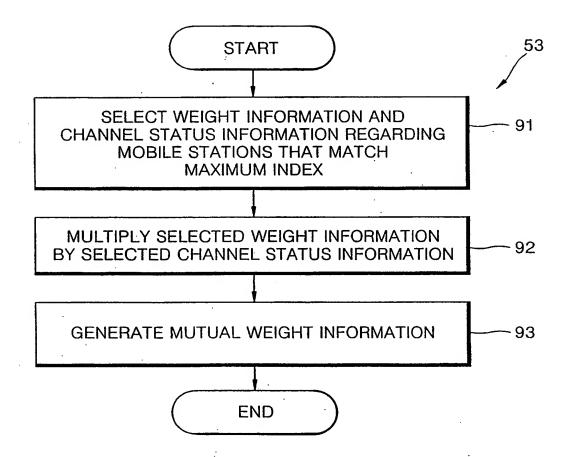


FIG. 10

